



**Key benefits and principles of
Isothermal and Adiabatic
calorimetry**

Joseph Willmot – 16/12/2020

Presenters

Joseph Willmot – Application Leader

Spent 3 years as a Project Manager, which allowed him insight into the functionality of the various equipment H.E.L produces. He is now utilising this knowledge as Application Leader, where he is now looking at customers usage of the equipment, and helps them find the best solution for their application



Main Outcomes

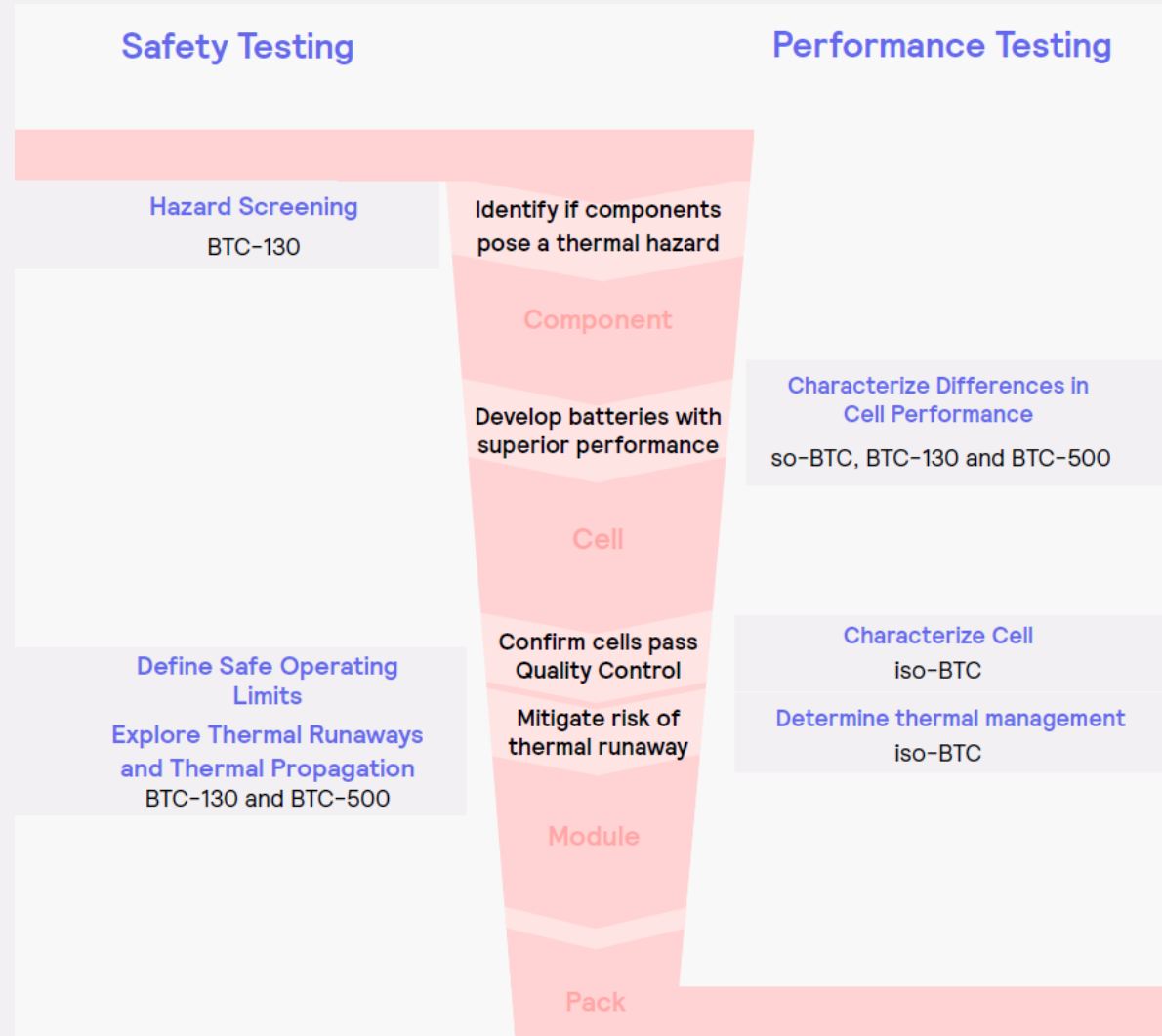
Isothermal calorimetry with batteries

- What are the basic principles of isothermal calorimetry?
- What information do we gain from isothermal calorimetry, and why do I care?
- What does this information mean and what can I do with it?

Adiabatic calorimetry with batteries

- What are the basic principles of adiabatic calorimetry with batteries?
- Why is it appropriate to gather this information for batteries?
- Why do I care about this information?

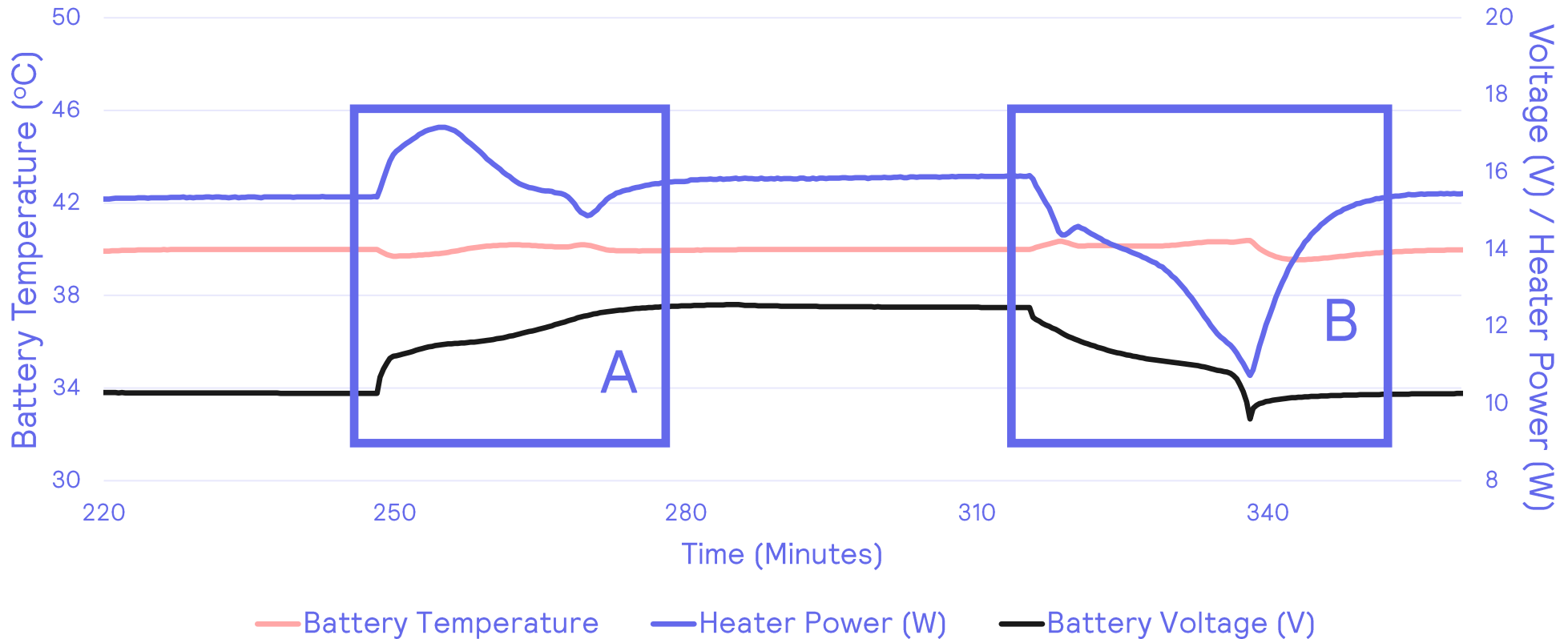
Battery Development Testing



A close-up photograph of industrial machinery, likely a calorimeter, featuring various metal components, pipes, and electrical connections. A semi-transparent blue rectangular overlay is positioned in the lower-left quadrant, containing the text 'Performance Testing Isothermal Calorimetry' in a bright yellow font. The background is slightly blurred, emphasizing the mechanical details.

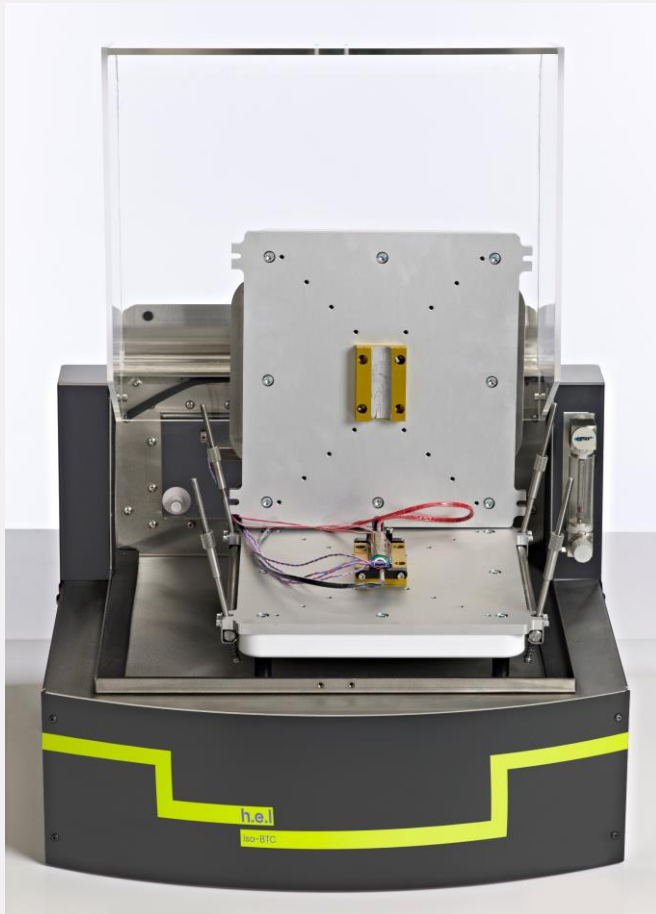
Performance Testing Isothermal Calorimetry

Isothermal Performance Testing



- Non-abusive, non-destructive testing.
- A highly sensitive investigative technique

Testing equipment



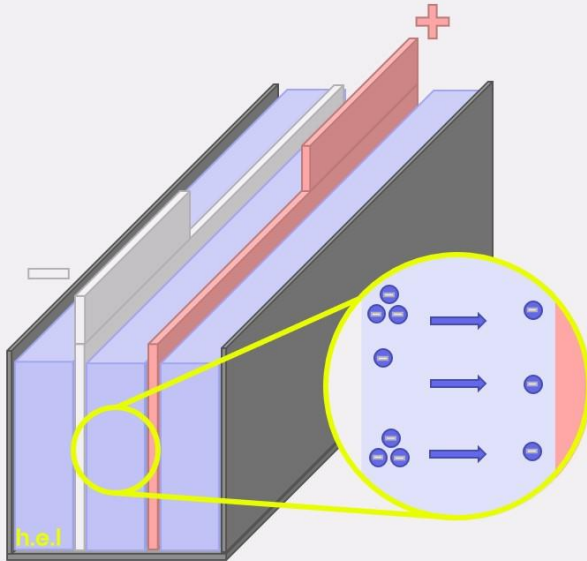
- Utilizes H.E.L's iso-BTC calorimeter, which utilizes power compensation for temperature control.
- A charge/discharge unit was also utilized (not pictured) and integrated with controlling software, allowing for fully automated testing.

A close-up photograph of industrial machinery, likely a battery testing system, featuring various metal components, pipes, and electrical connections. A semi-transparent blue rectangular overlay is positioned on the left side of the image, containing white text. The background is slightly blurred, focusing attention on the machinery and the text overlay.

Case Study 1

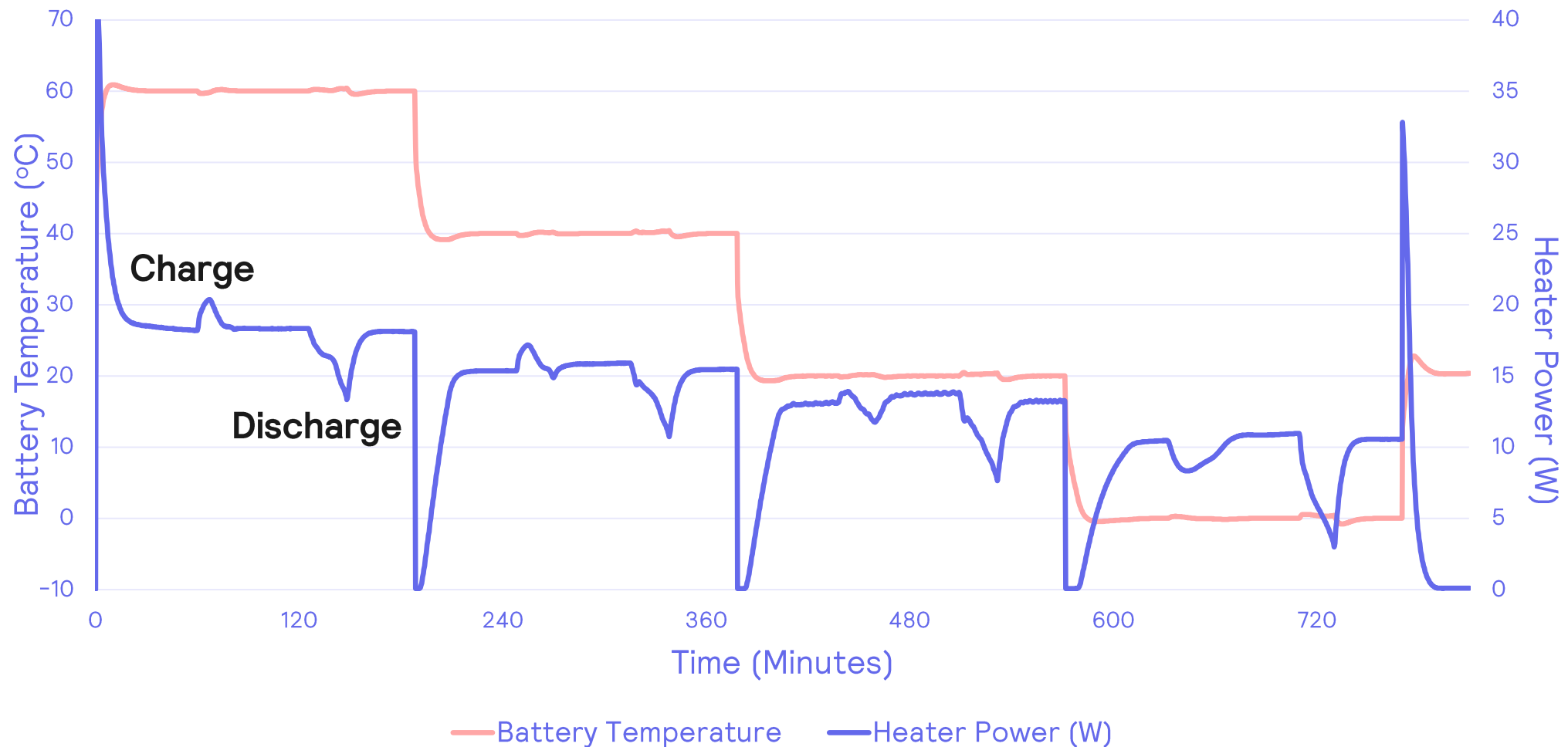
Battery performance over a wide range of temperatures

Case Study 1

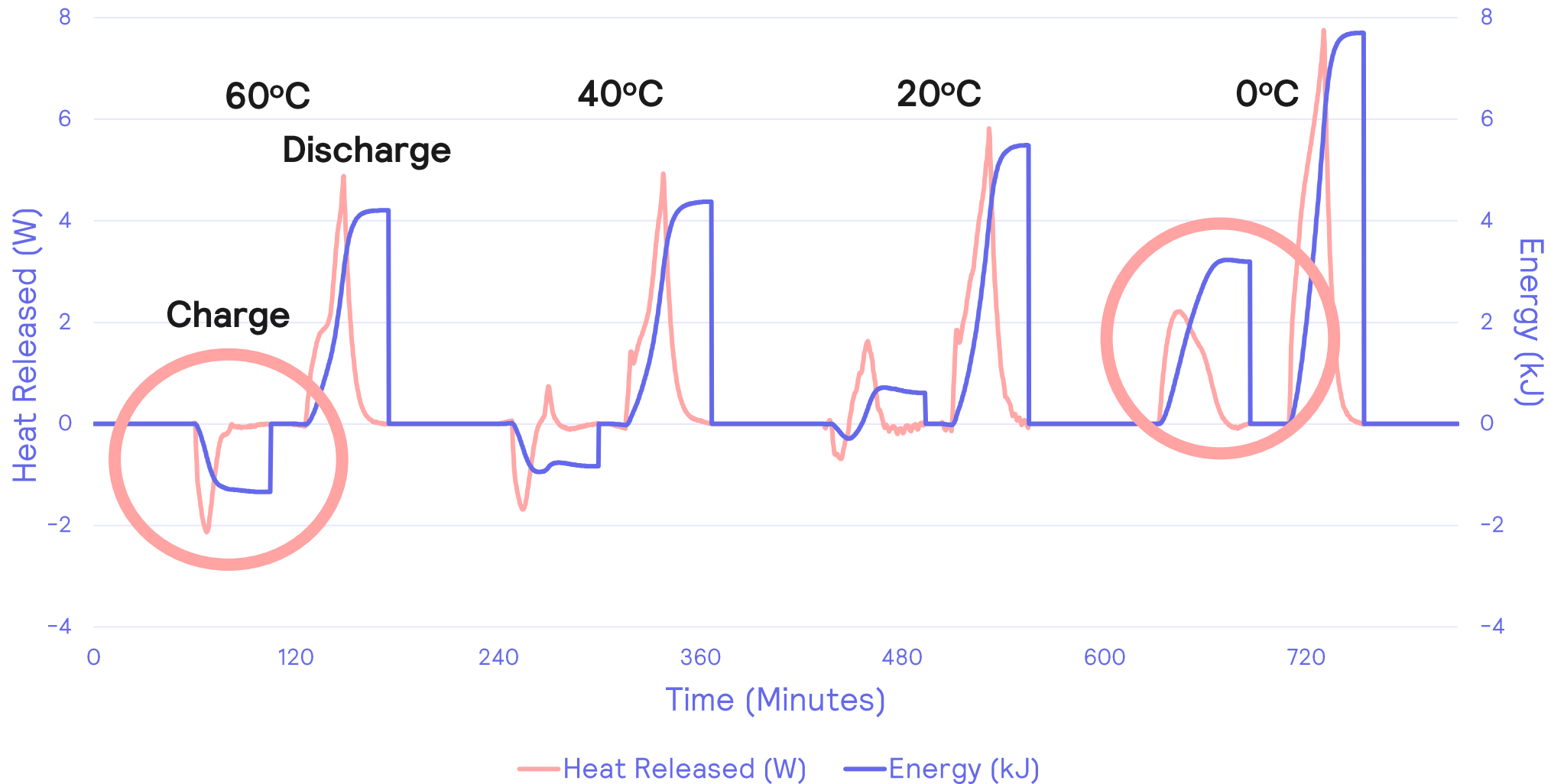


- Temperature dependence of charge/discharge cycling of Battery A
- Triple gel cell battery, with 2.2Amp hours capacity.
- Temperatures from 60°C to 0°C were investigated in one test.

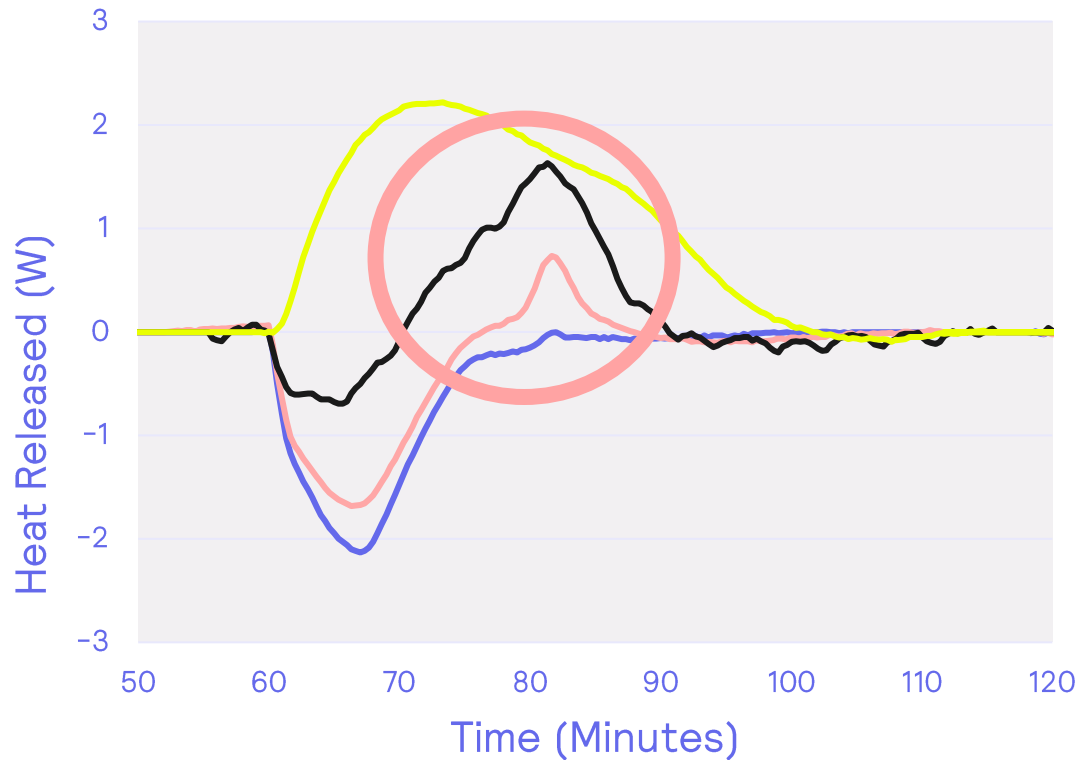
Gel Battery – Heat Flow at a Range of Temperatures.



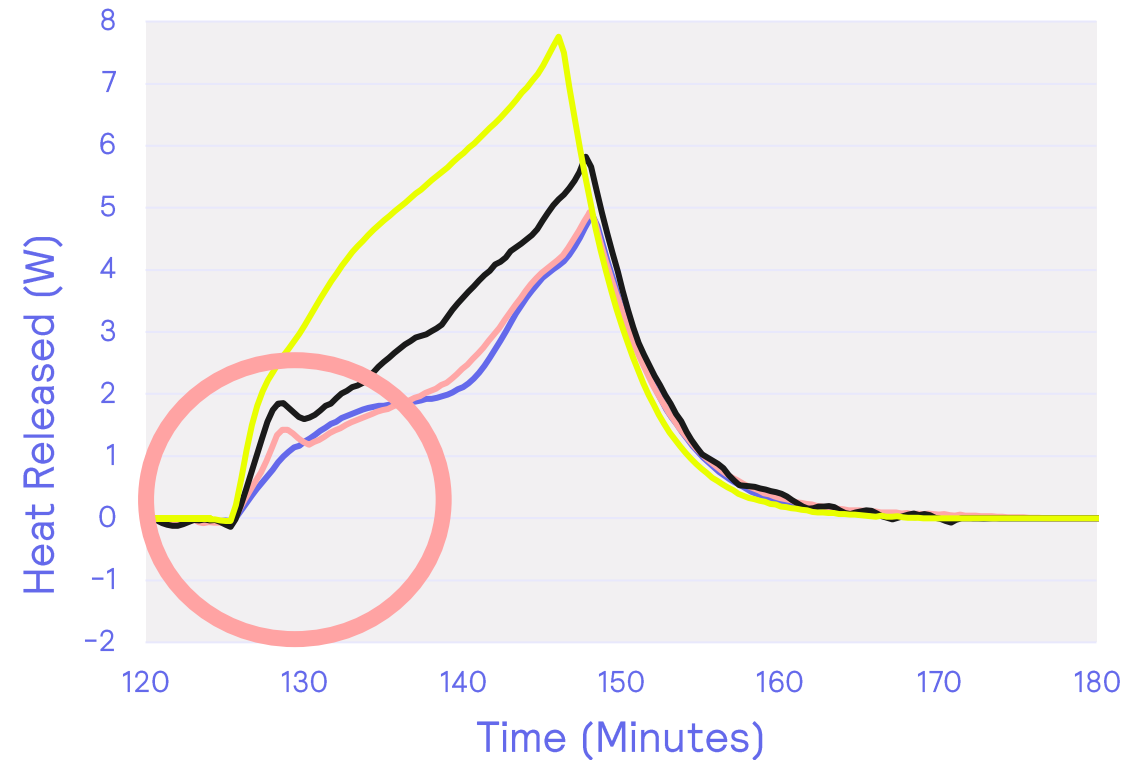
Gel Battery – Heat Flow at a Range of Temperatures.



Gel Battery – Heat Flow at a Range of Temperatures.

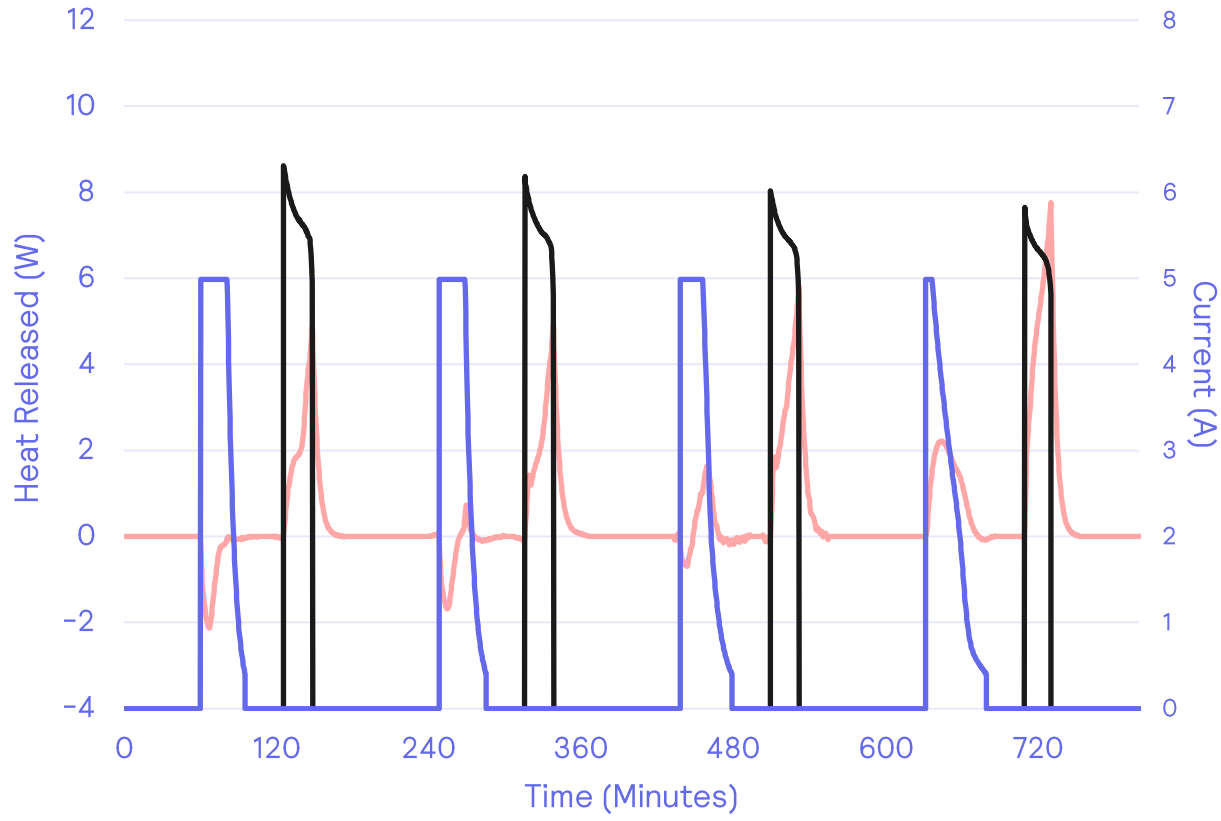


— Heat Released at 60C (W) — Heat Released at 40C (W)
— Heat Released at 20C (W) — Heat Released at 0C (W)

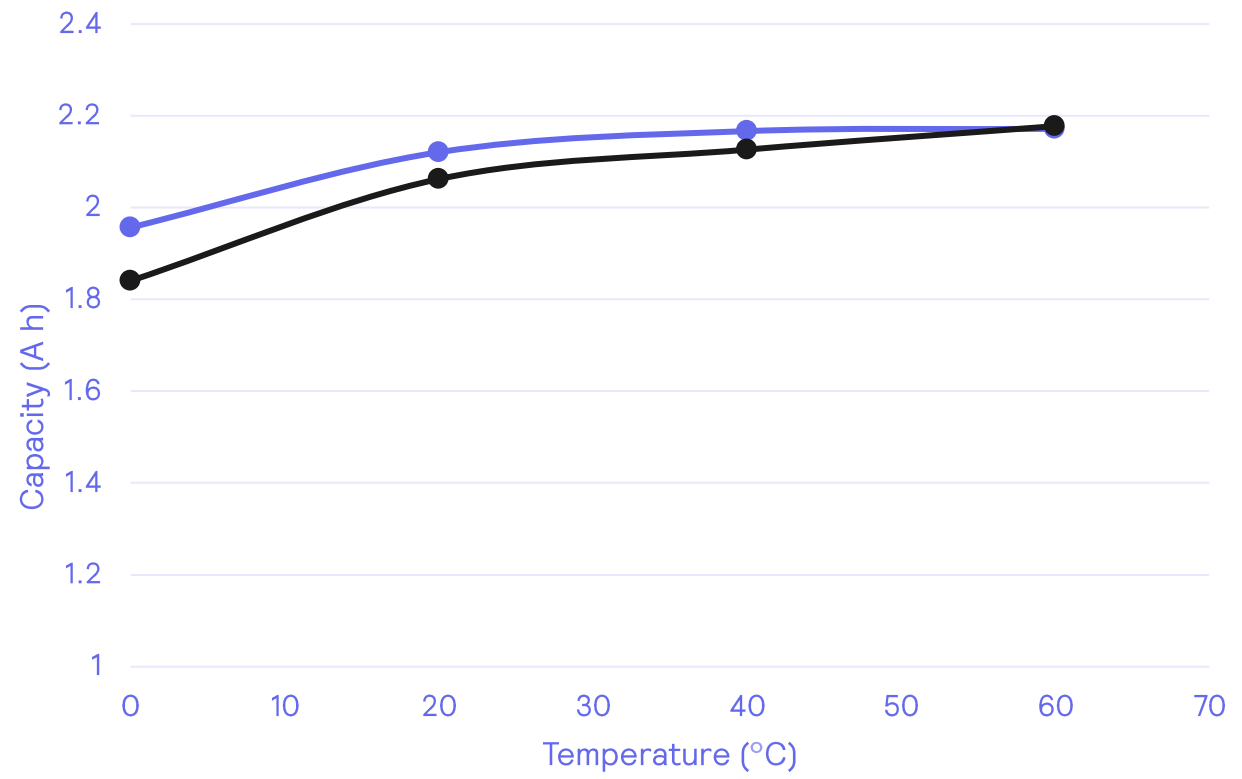


— Heat Released at 60C (W) — Heat Released at 40C (W)
— Heat Released at 20C (W) — Heat Released at 0C (W)

Gel Battery – Capacity at a Range of Temperatures.

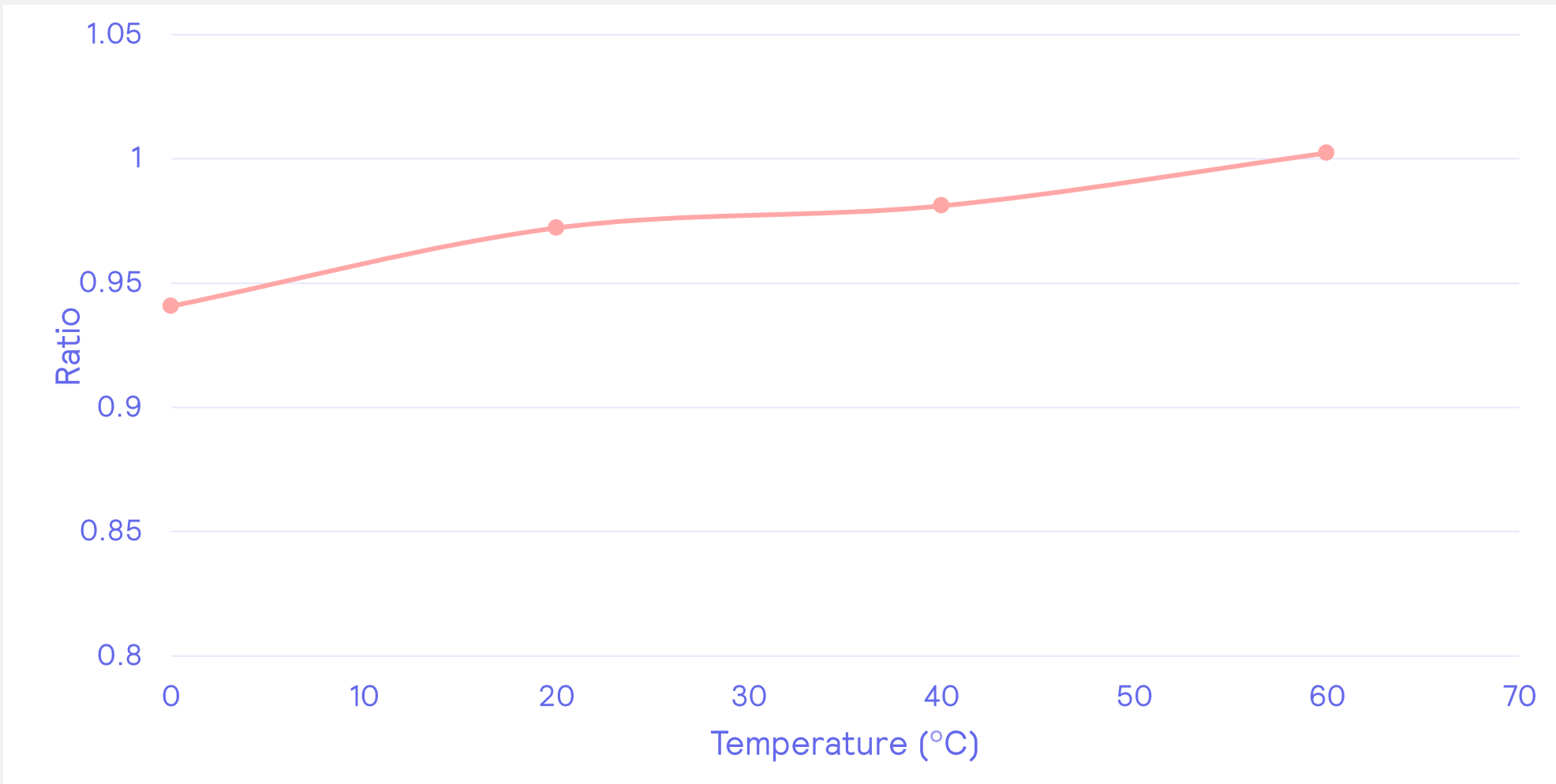


— Heat Released (W) — Battery Discharge Current (A) — Battery Charge Current (A)

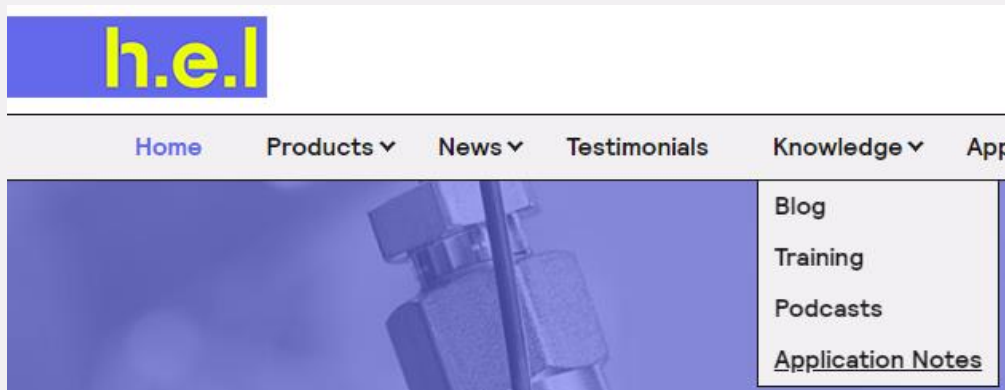


— Charge Capacity (AmpH) — Discharge Capacity (AmpH)

Gel Battery – Efficiency at a Range of Temperatures.



Further reading



<https://helgroup.com/knowledge/use-isothermal-calorimeter/>



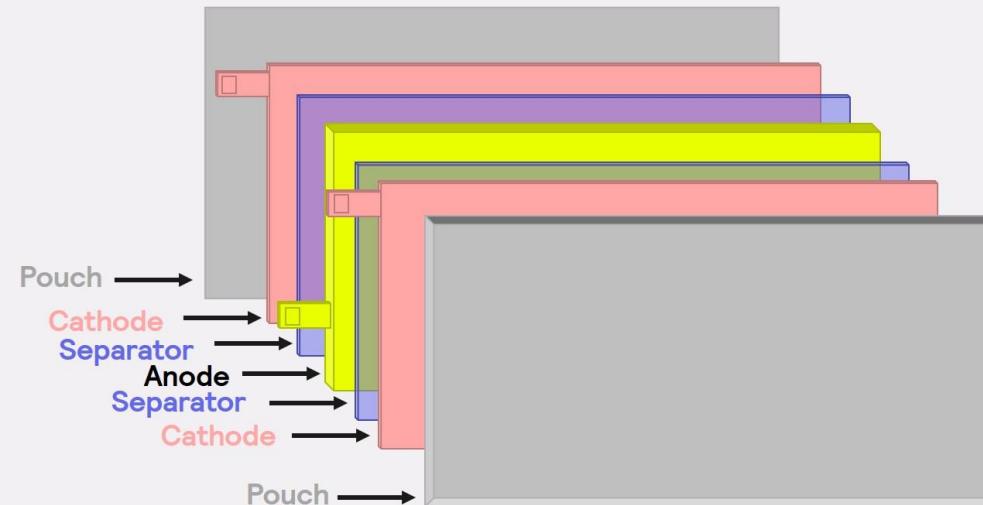
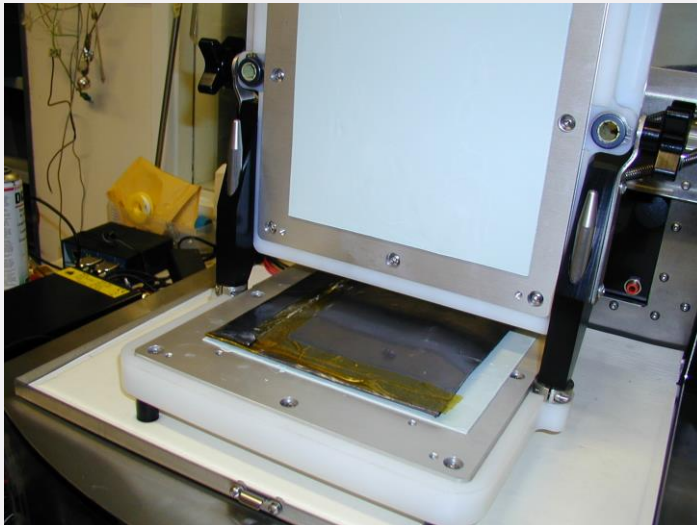
A close-up photograph of industrial machinery, likely a testing rig, featuring various metal components, pipes, and electrical connections. A semi-transparent blue rectangular overlay is positioned in the lower-left quadrant, containing yellow text. The background is slightly blurred, focusing attention on the machinery and the text.

Case Study 2

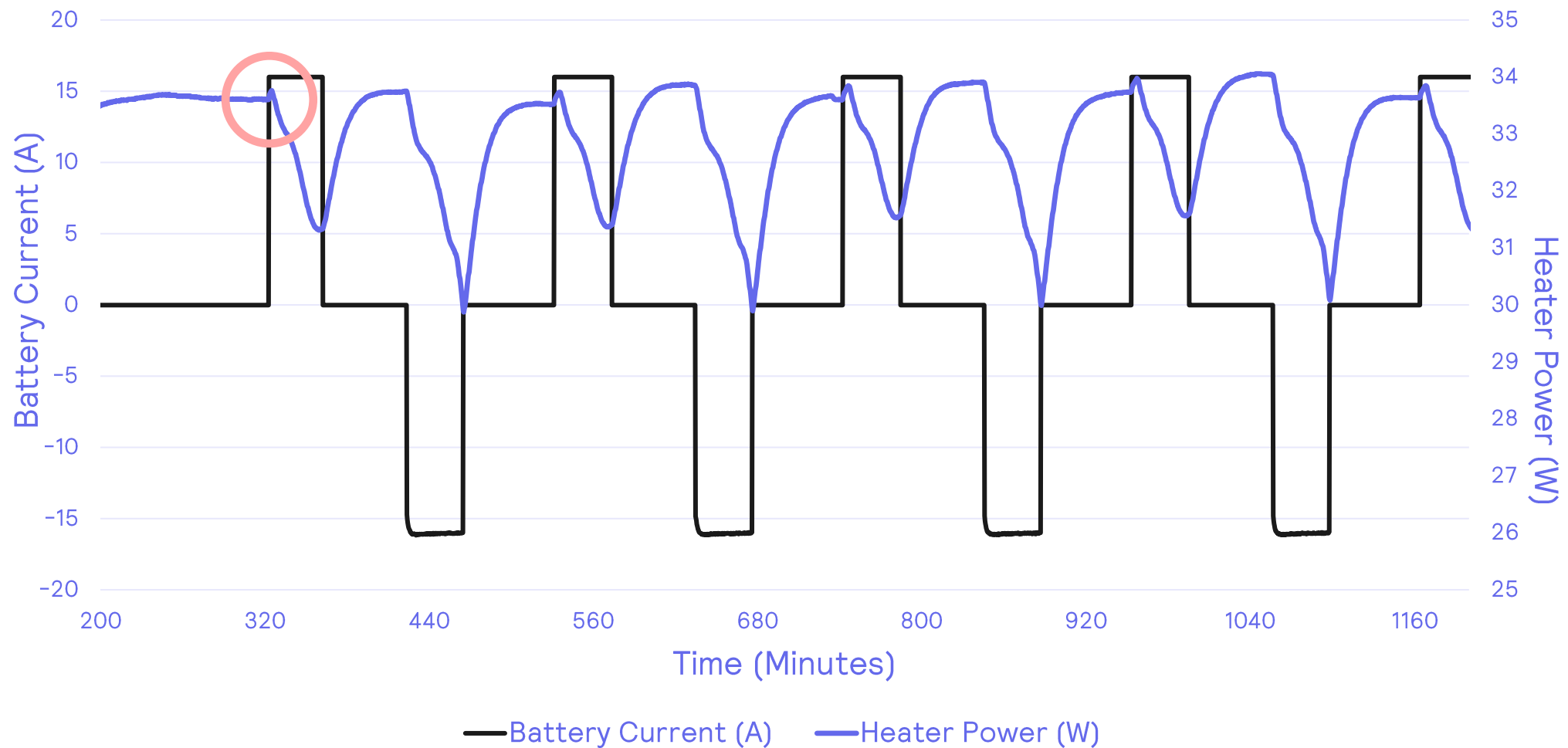
Investigating aging effect on amount of thermal energy generated.

Case Study 2

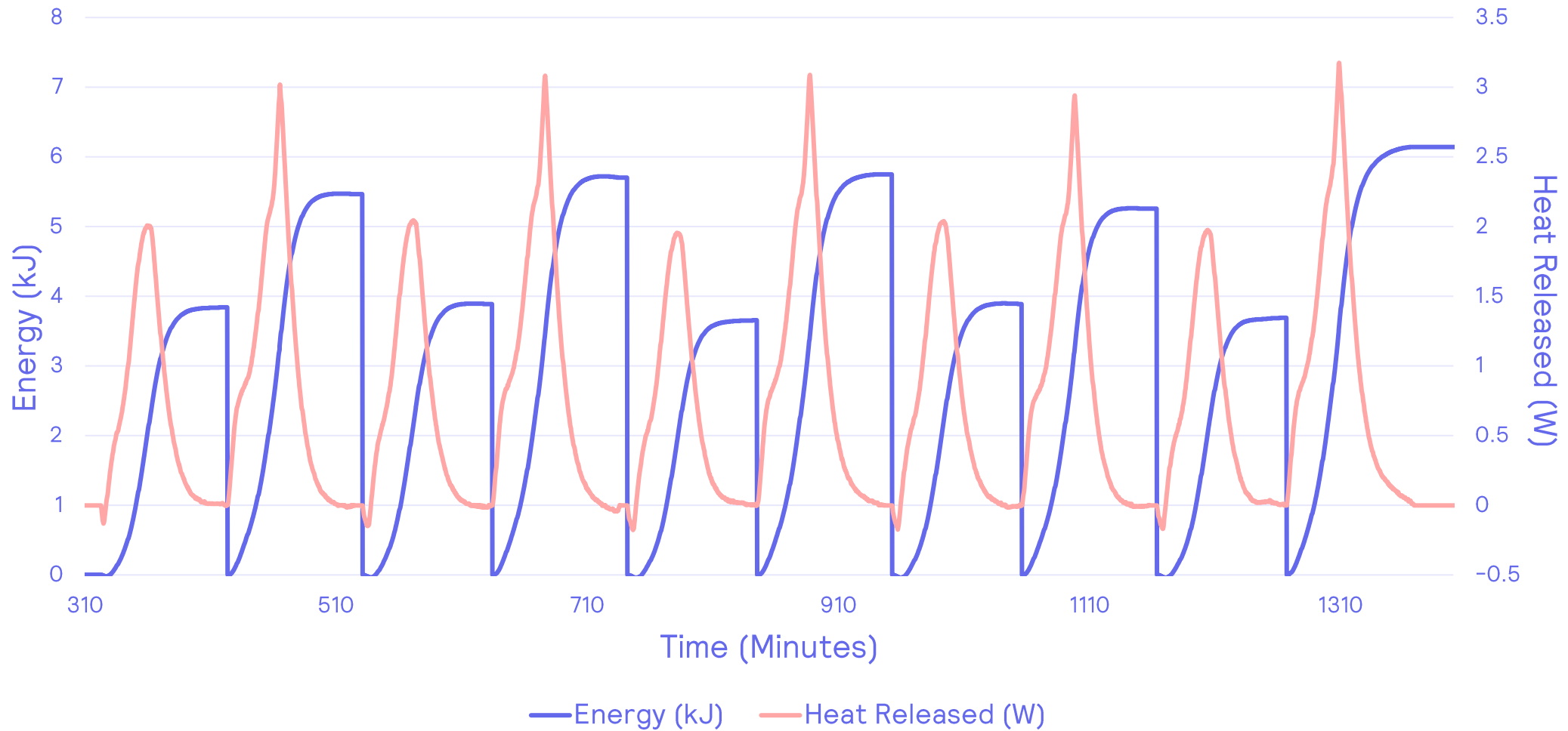
- Investigation into amount of heat released in successive charge/discharge cycles
- 16A pouch cell, cycled between 2.8V and 4.15V



1C Charge – 1C Discharge Cycling

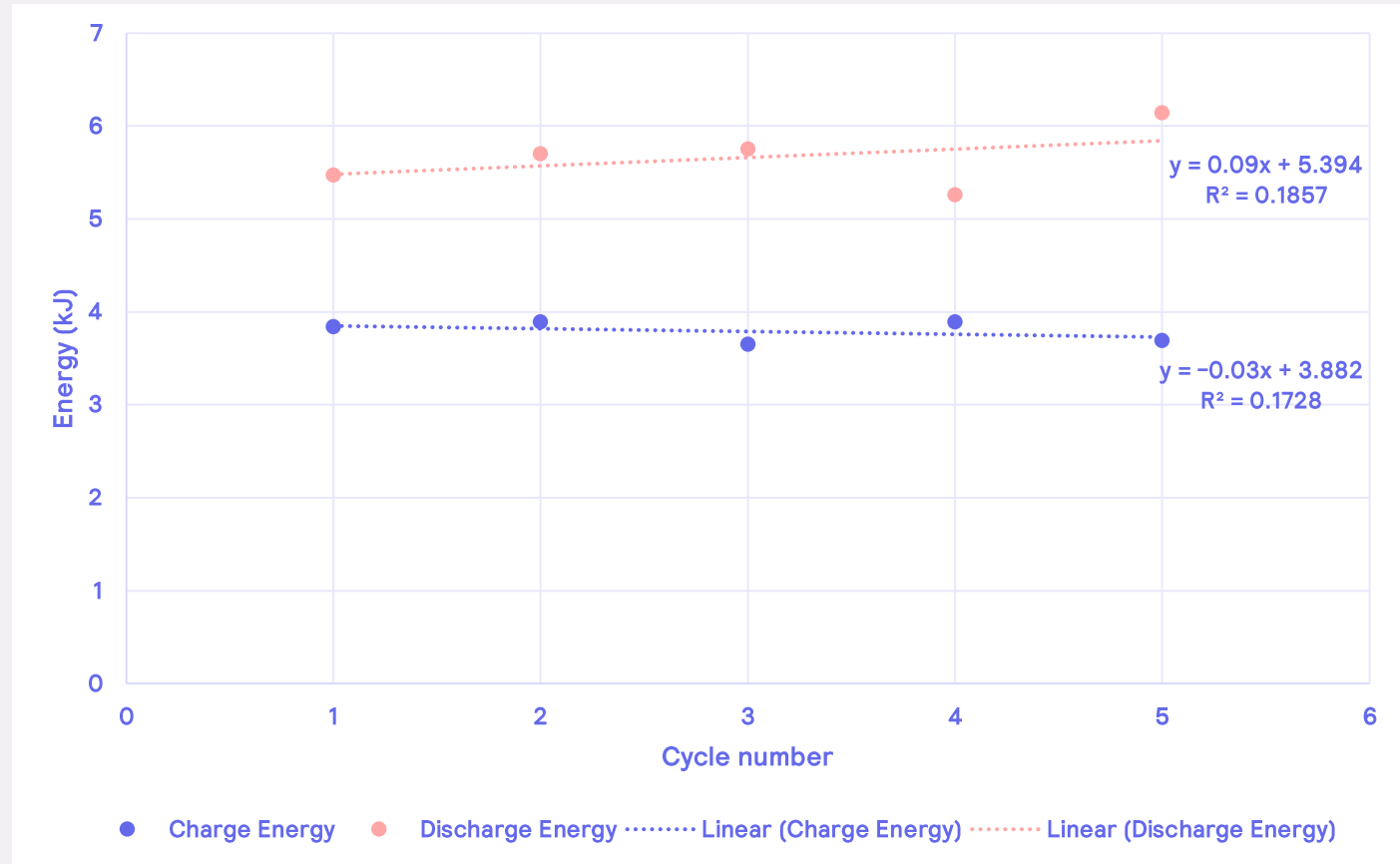


1C Charge – 1C Discharge Cycling

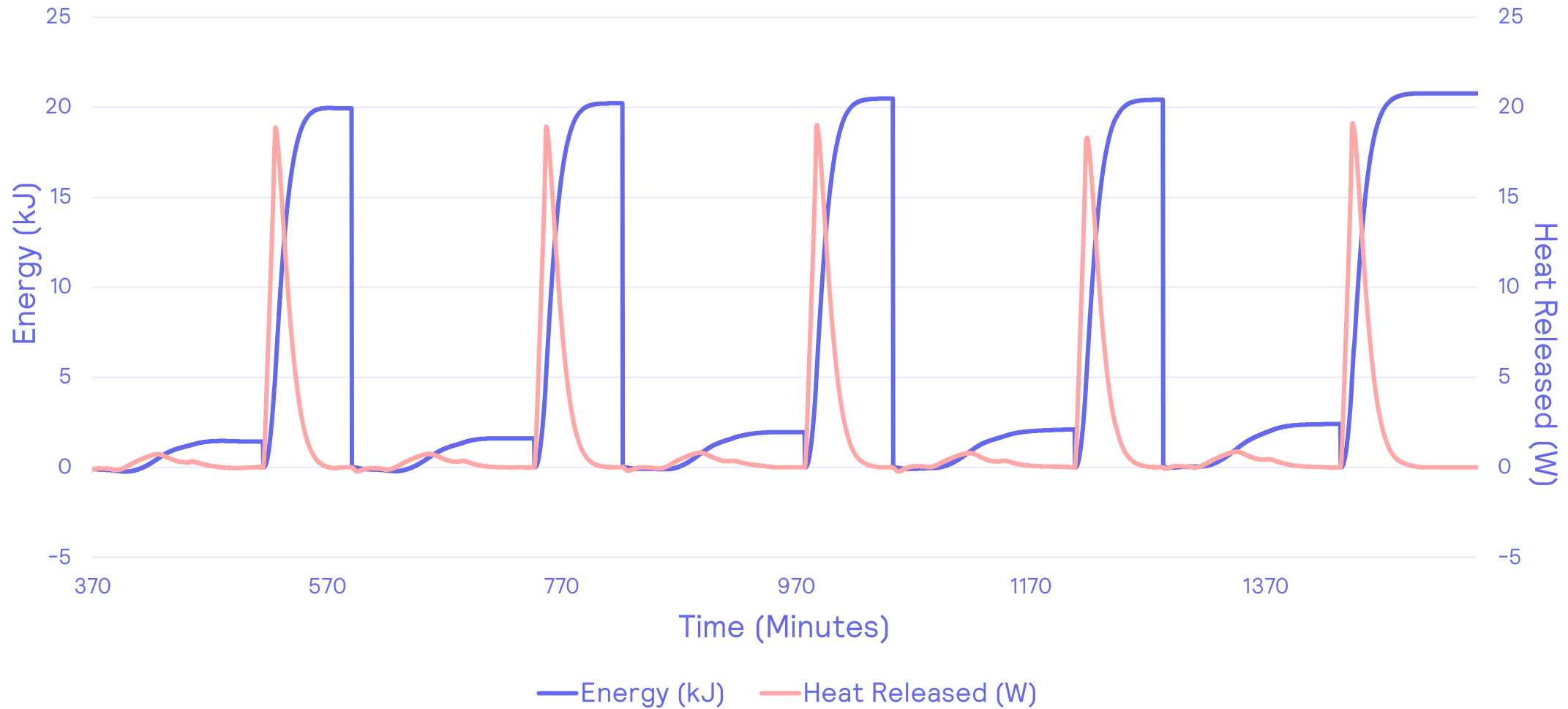


1C Charge – 1C Discharge Cycling

Cycle number	Charge thermal energy (kJ)	Discharge thermal energy (kJ)
1	3.84	5.47
2	3.89	5.70
3	3.65	5.75
4	3.89	5.26
5	3.69	6.14

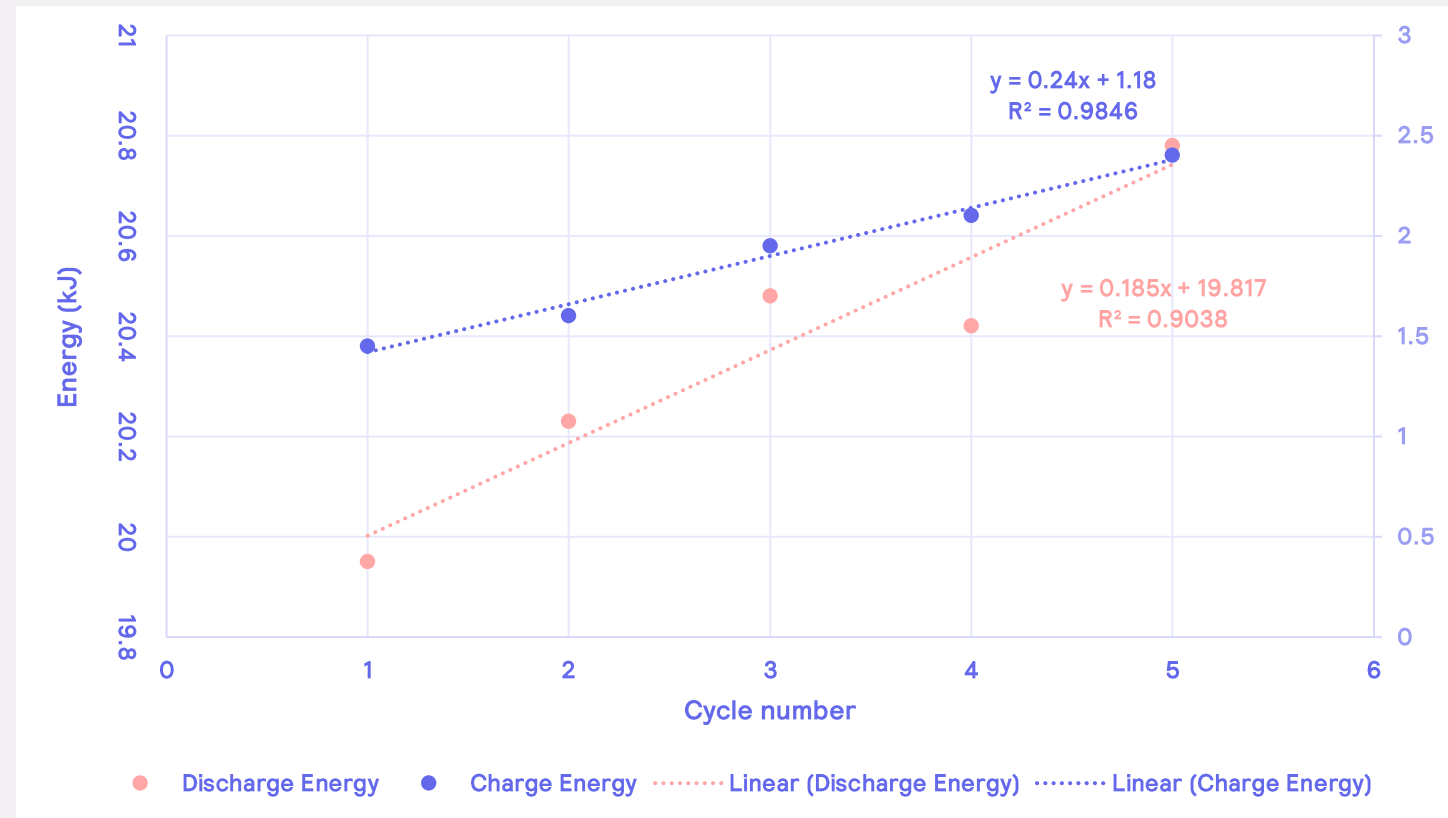



0.5C Charge – 5C Discharge Cycling



0.5C Charge – 5C Discharge Cycling

Cycle number	Charge thermal energy (kJ)	Discharge thermal energy (kJ)
1	1.45	19.95
2	1.6	20.23
3	1.95	20.48
4	2.1	20.42
5	2.4	20.78

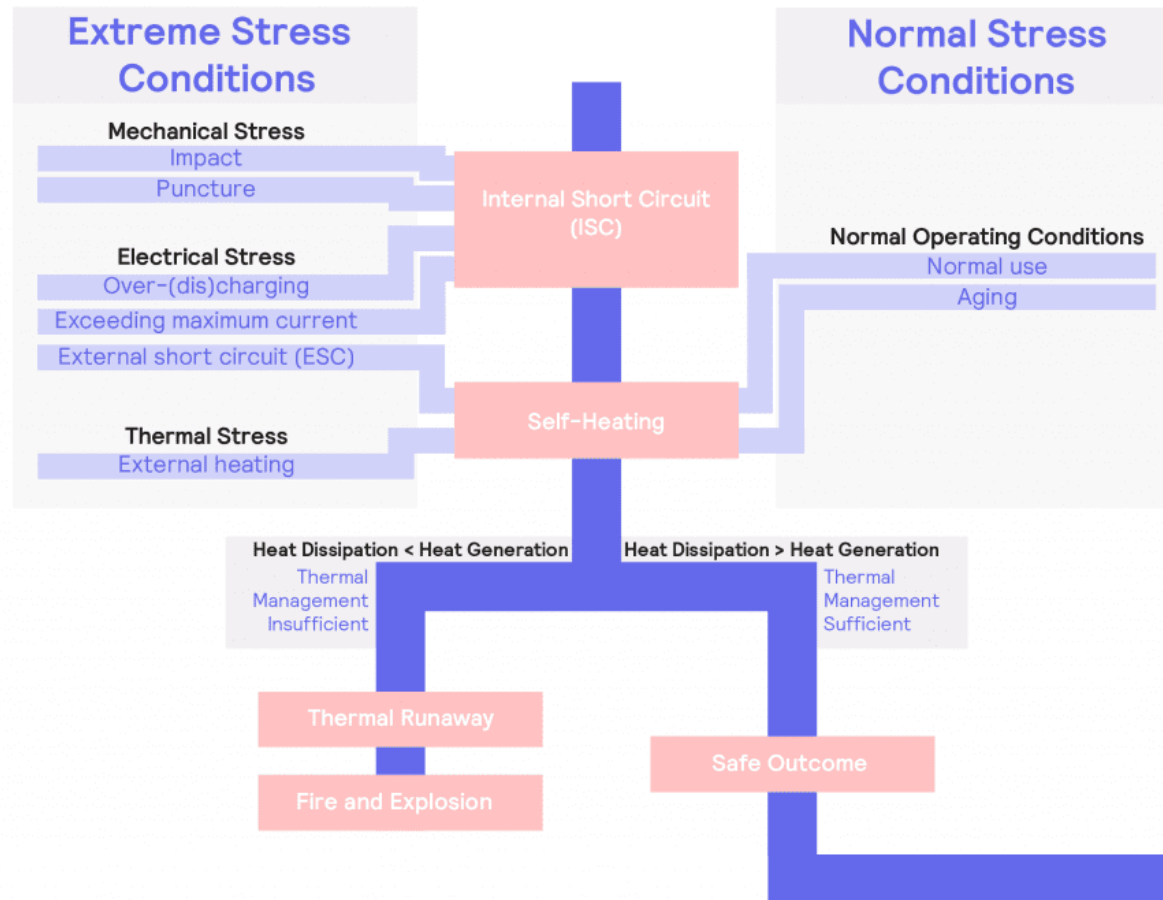


A close-up photograph of a spark plug, likely used in an engine. The spark plug has a black ceramic insulator and a metal base. The word "CONAX" is visible on the metal base. The background is blurred, showing other mechanical parts.

Safety Testing Adiabatic Calorimetry

Mitigating cell failure

Considerations for mitigating cell failure



Testing Procedures

Physical Damage

- Measure the effects of nail penetration

Overcharging and Discharge Rate Risks

- Discharging current, overcharging voltage that causes thermal runaway

Understanding the Effects of Battery Failure

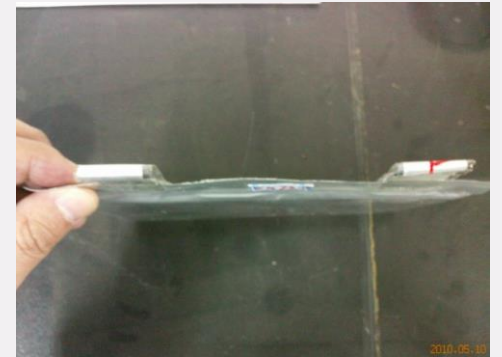
- Amount of gas generated, visual battery damage

Temperature Effects

- At what temperature does battery start to self heat?
 - Define the maximum safe operating temperature
 - Main procedure is a Heat-Wait-Search test

Making Batteries Safer

Better thermal management, information about internal events



Adiabatic testing conditions

Test batteries in harsh, but realistic conditions

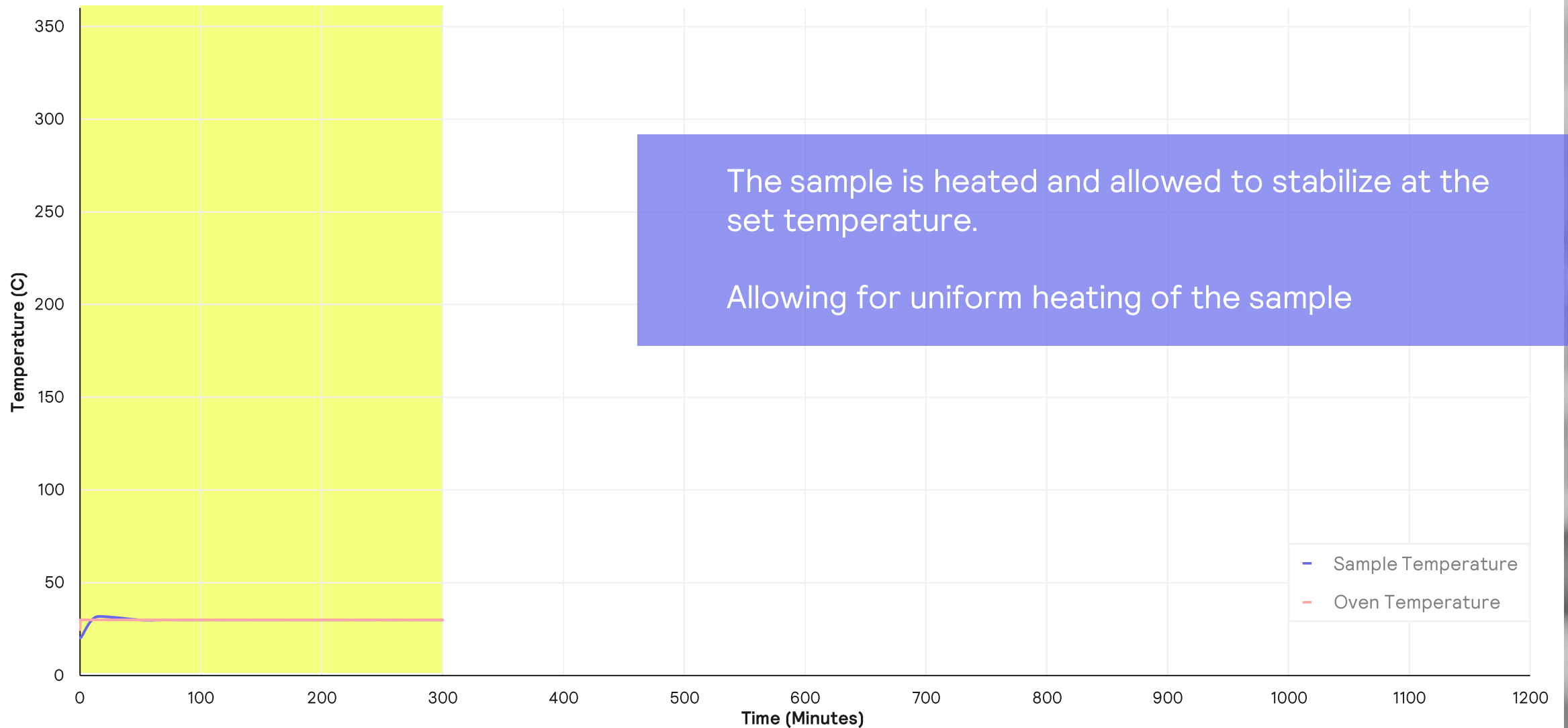
For example

- Cells stacked together,
- Little or no air circulation,
- Environment that gets hot
- High speed on charging

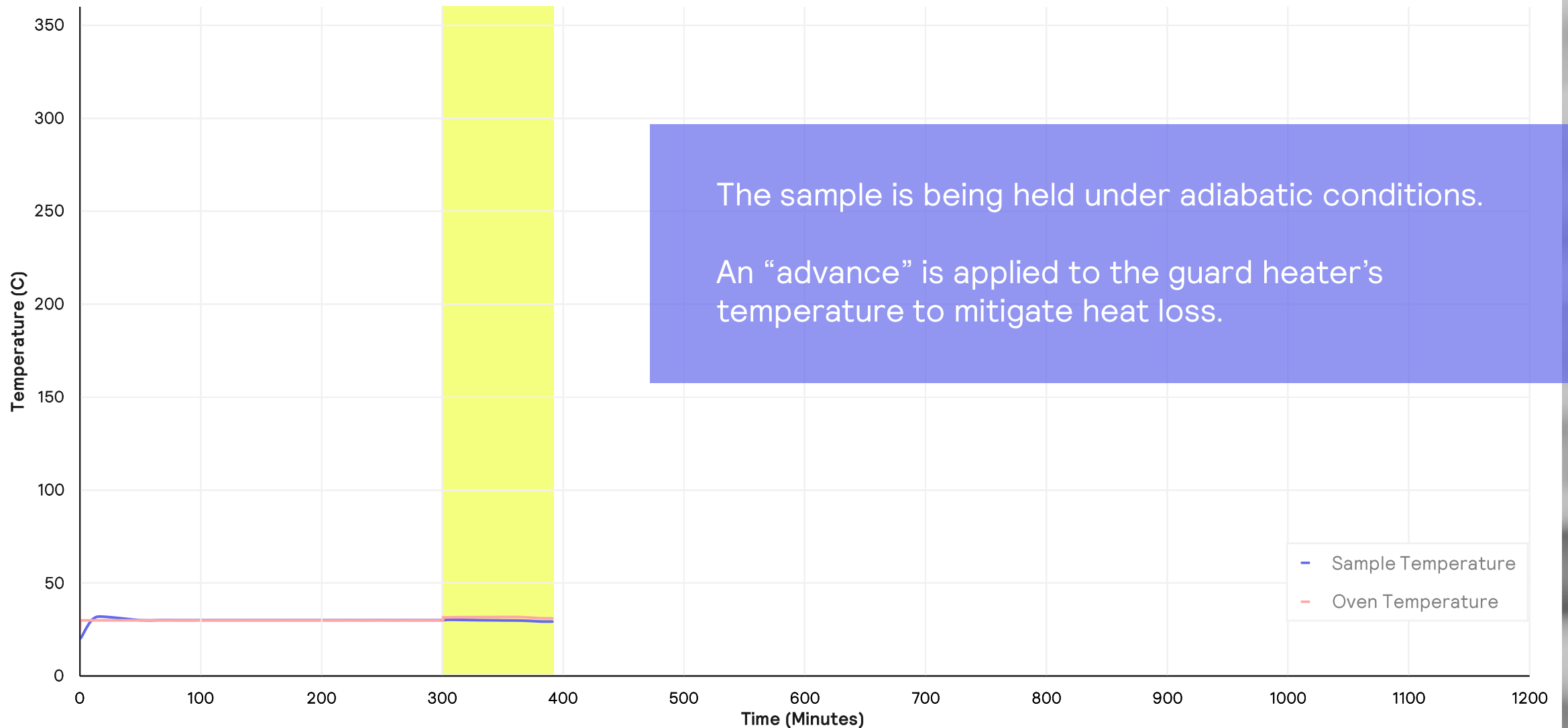


Tesla Model S standard 100kWh battery pack – All rights go to <https://www.forbes.com/sites/arielcohen/2020/12/30/teslas-new-lithium-ion-patent-brings-company-closer-to-promised-1-million-mile-battery/?sh=3b8c012633e3>

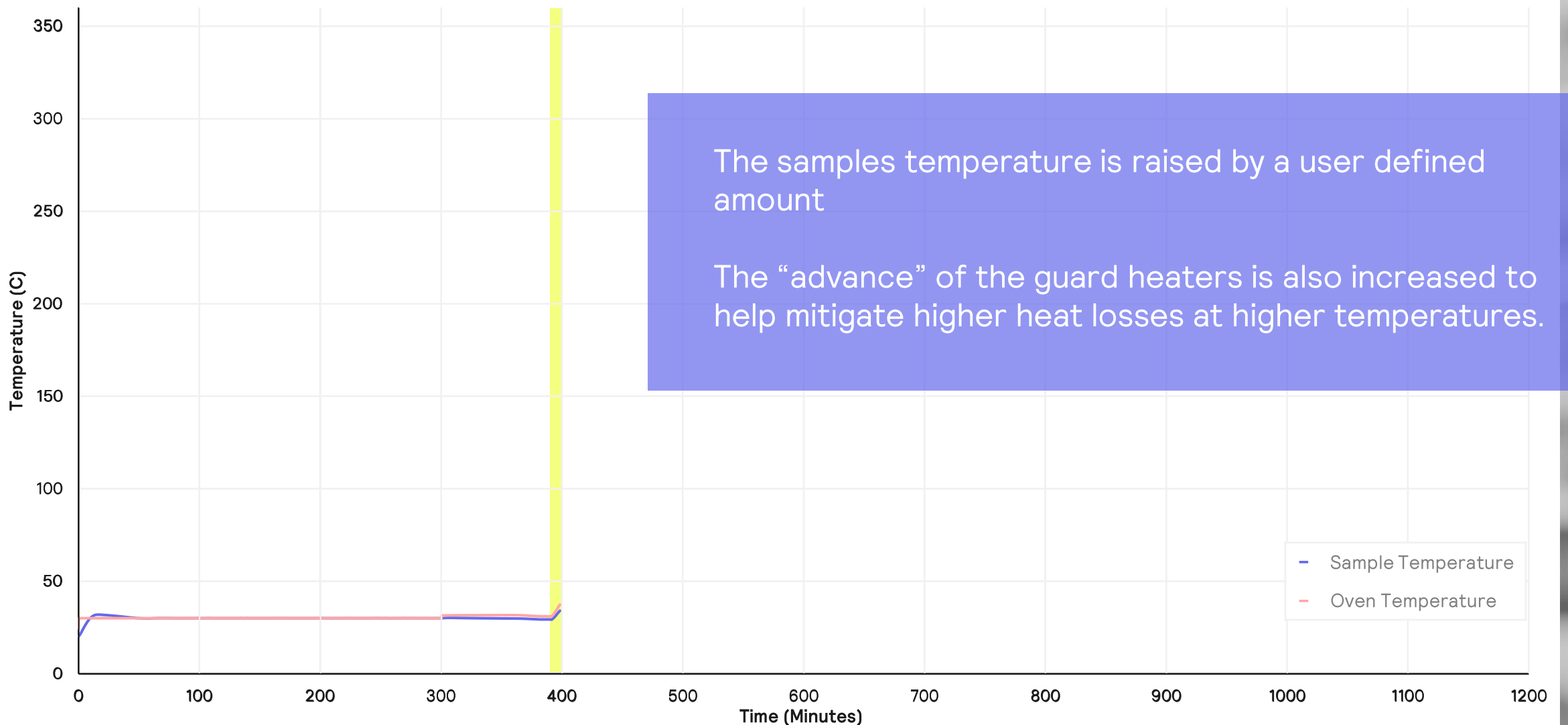
Heat to its Start Temperature



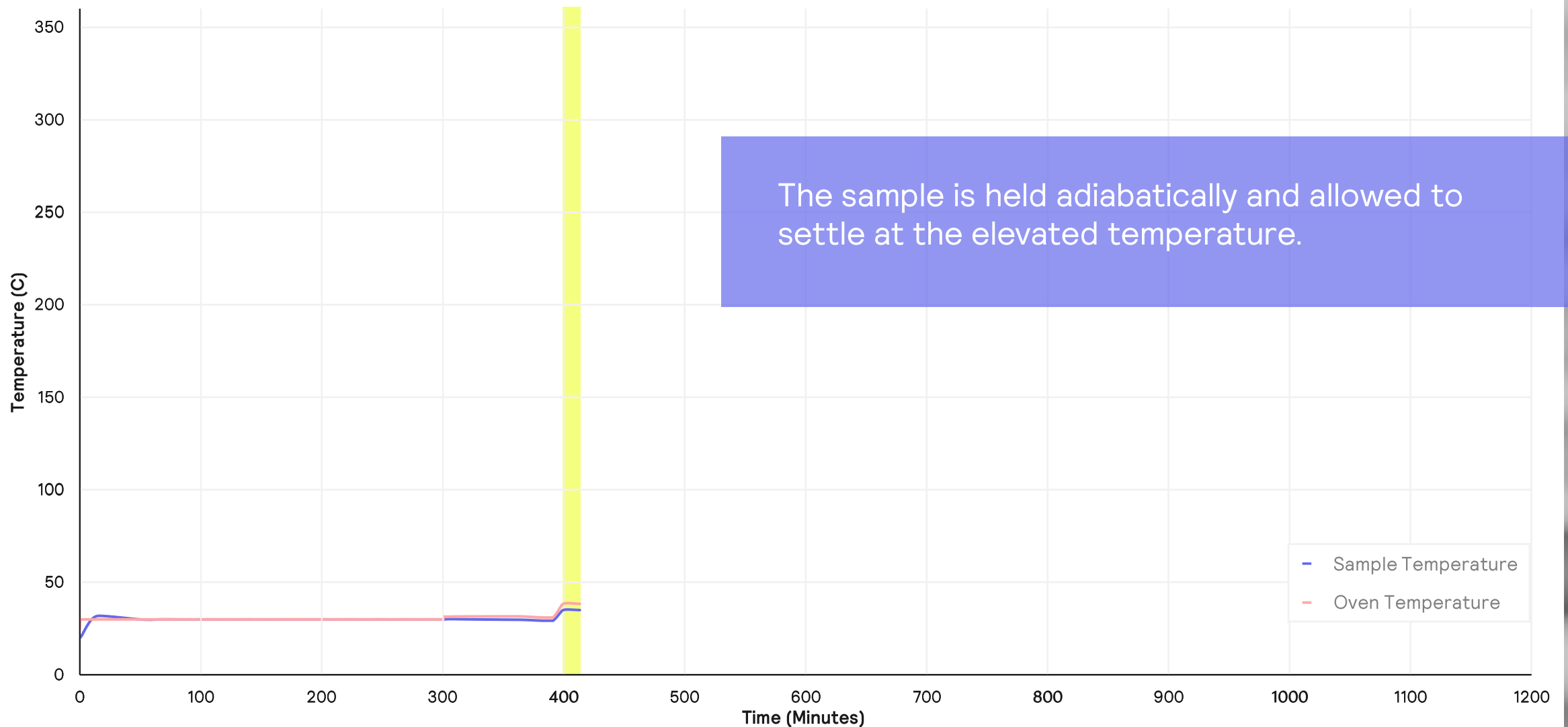
Online Calibration



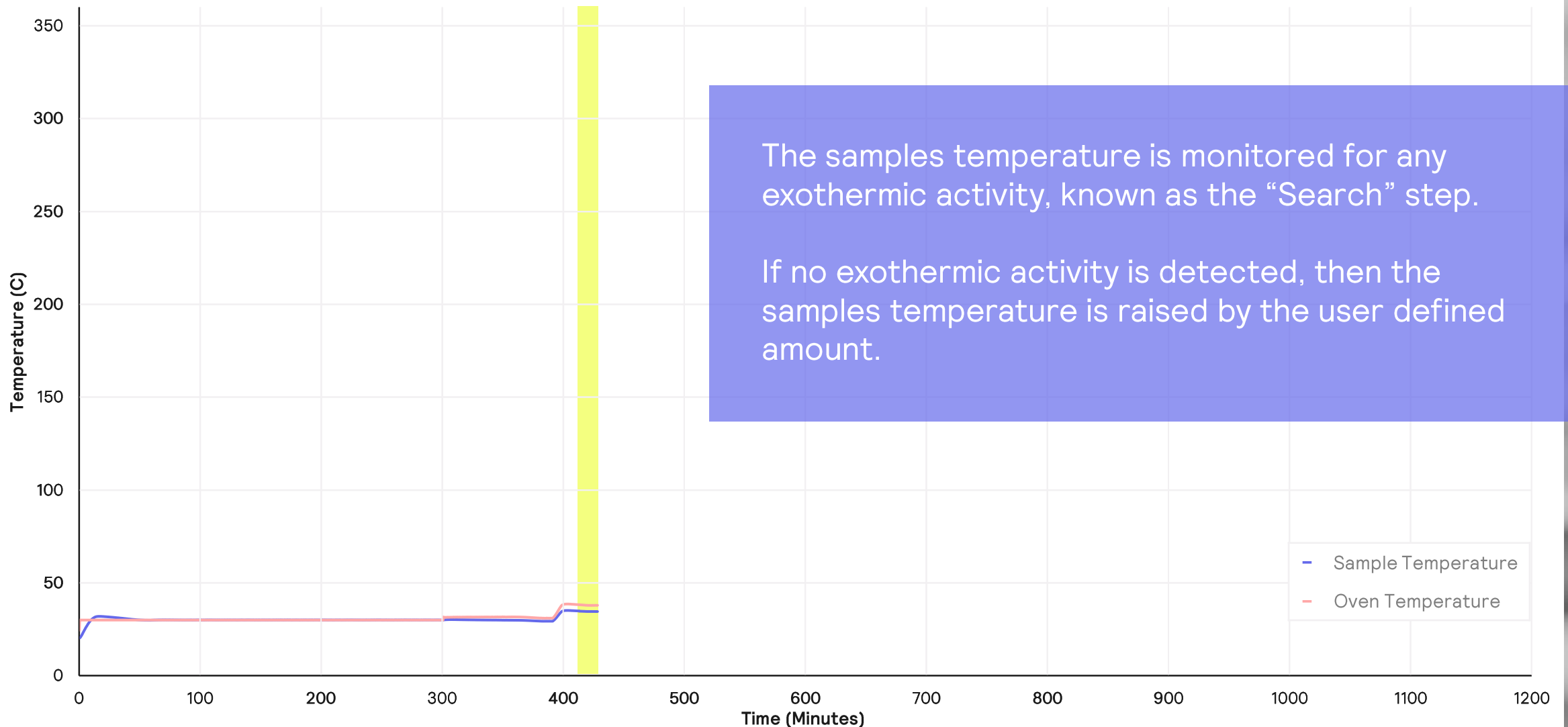
The First "Heat" Step



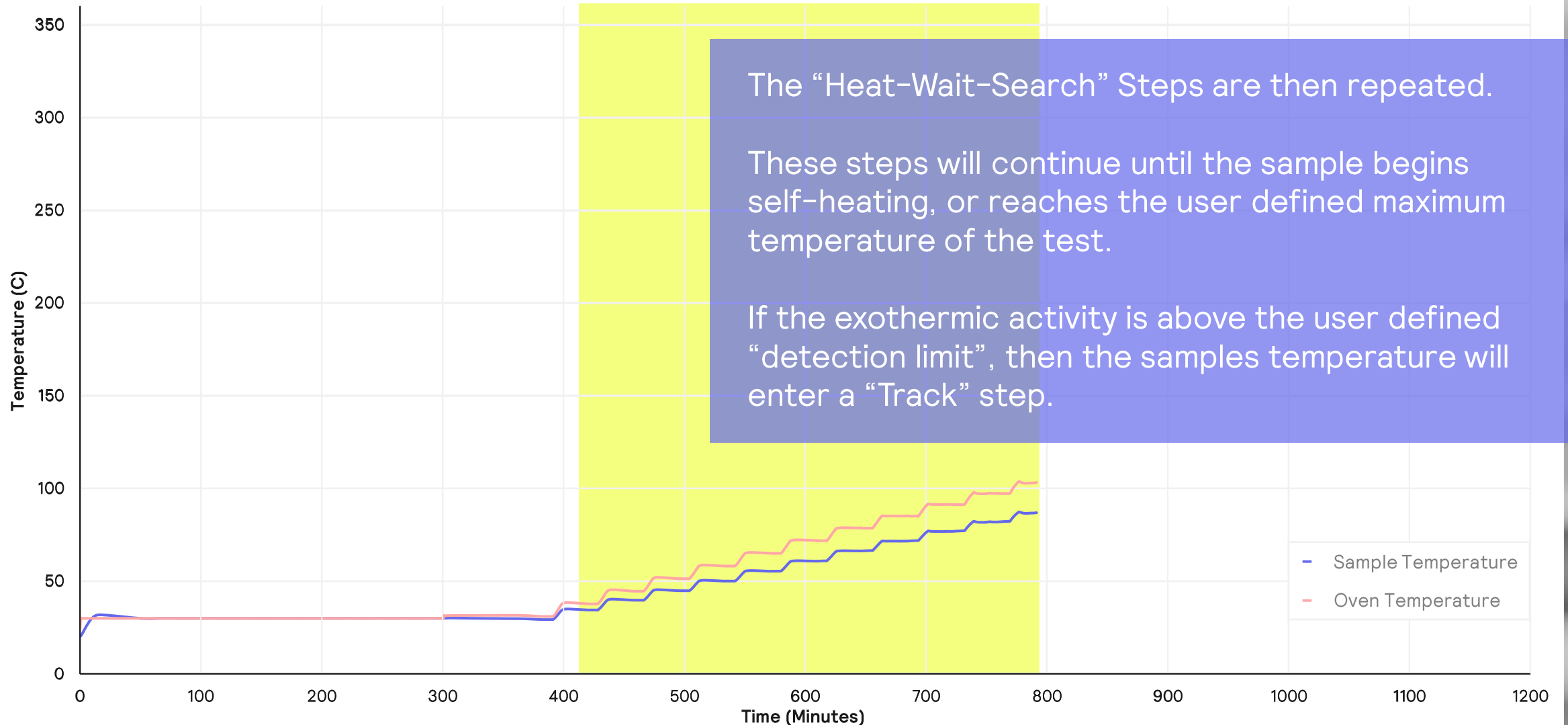
The First "Wait" Step



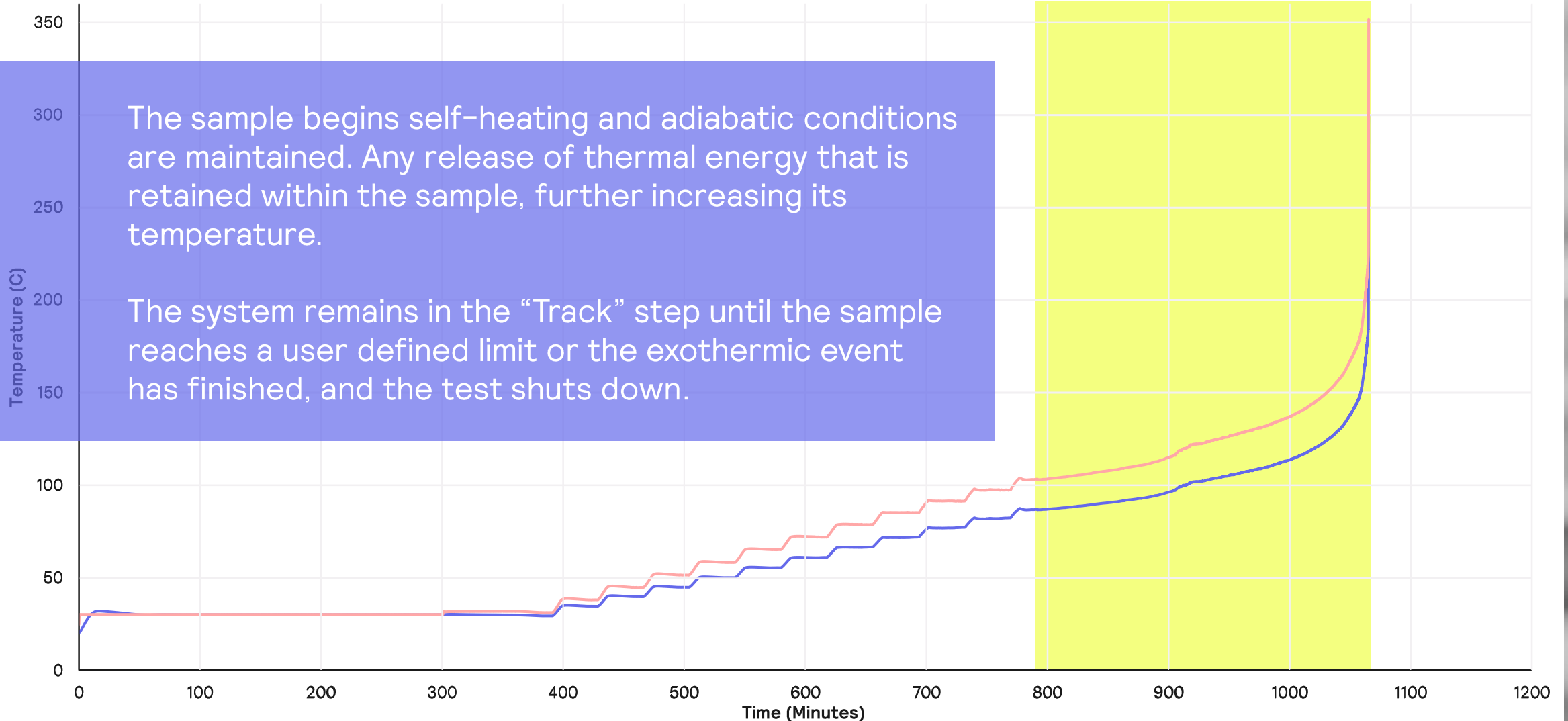
The First "Search" Step



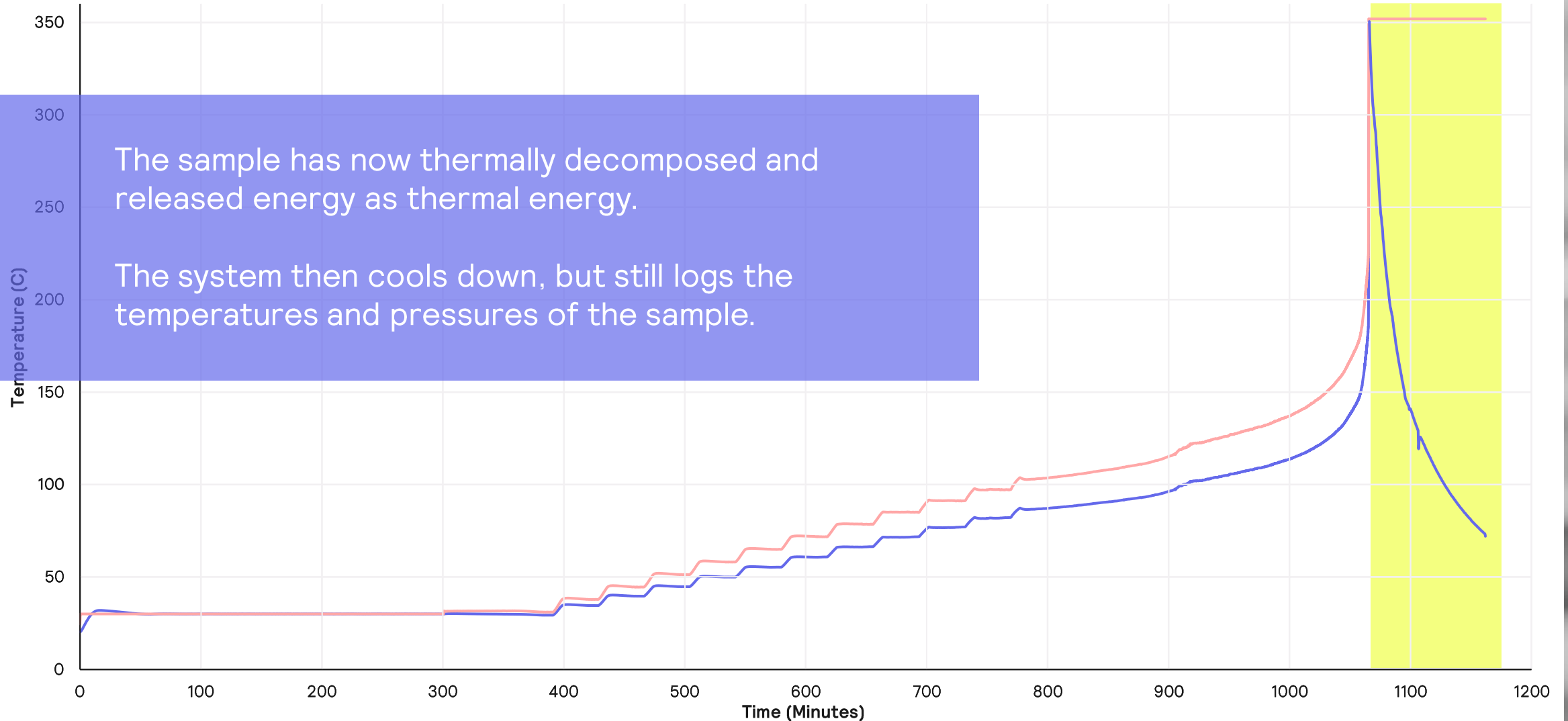
The Heat-Wait-Search Staircase



Self-Heating, Triggering the “Track” Phase



System Cool Down



Outcome of Safety Testing

Armed with the information from adiabatic and safety testing, we can:

- Identify safe operation temperatures
- Physically protect the battery
- Define safe charging conditions and management systems
- Design protective systems
- Design thermal management (cooling) systems

More information

<https://helgroup.com/applications/solutions-in-battery-technology-testing/>



Main Outcomes

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Thank you for listening

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